THE HORSEMAN.

Electioneer is the only sire with two representatives in the 2:10 list.

An Ohio breeder has a very fast yearling by Alcantara, 2:23, dam by Nutwood, 2:18¾.

Direct weighs 100 pounds less than Hal Pointer and lacks four inches of being as tall.

Nellie W., in the third heat of the free-for-all at Washington, is judged by competent horsemen to have made the last half at a two-minute gait.

Sunol wore a six-pound harness and pulled a 46-pound sulky, with a driver weighing 156 pounds, when she reduced the world's trotting record to 2:08¼.

Whenever Charles Marvin starts Bell Bird, the champion yearling, it is a question in the first 200 yards whether she will trot or kick him out of the sulky.

Among the pupils Cope Stinson will have in his stable at Brantford, Ont., this winter, will be a filly by Jay Bird, out of Minnie Wilkes, 2:17, by King Wilkes.

Tenny, it is again said, is broken down. This, however, is not absolutely the fact, although it is admitted that his legs are in very bad condition, and his trainer has little hopes that he will ever be able to race again.

The pacer Guy, that won as many races as any horse out this year, and who beat such horses as Roy Wilkes, Grant's Abdallah and Telegram, will go through the Grand Circuit next year. He is a gray gelding by Shiloh, and has a record of 2:11¼.

There is a true ring to a race record. It is one of the kind that carries with it the stamp of merit, and paves the way to future success. When a horse has a race record, and carries it as a winner and not by a scratch, he can be considered one of the right kind.

If you drive hard and warm up the horses, let them cool gently and without exposure. Teach this to the boys. If they know it is needful to care for a horse at some expense and trouble to preserve his usefulness and value after a hard push, they will be more careful about driving. More horses are hurt after being stopped than on the road.

Five years from this time the man who raises common and half-scrub horses for market is going to complain that there is no sale for horses. His neighbor, who used only choice brood mares and chooses the sires with good judgment, will continue to profit in the business. First-class horses are always wanted. Buyers will not look at low grade stock when choice can be had at reasonable prices.

Beautiful Bells, the great Palo Alto matron, is the only brood mare that has ever produced a yearling, 2-year-old, 3-year-old and 4-year-old trotter with records of 2:20 or better. She is also second to Sontag Mohawk among the living "great brood mares," having six in the list against seven 2:30 performers from Sontag Mohawk. These two on one farm, to say nothing of Manette, are enough to make the Palo Alto folks a trifle proud.

Horses of any age should not be left out in the chilly rains which we will have from now on, for when colts are shivering in the open air, with their backs bowed and their heads down, such negligence is costly, to say nothing of the cruelty of it. Young horses are especially liable to colds from such causes, coupled with the sudden change in temperature which accompanies these fall rains, and if a severe cold is contracted, it may take a great deal of care and doctoring to bring them round in good shape again. A two days' cold rain followed by cold weather will take more of the "starch" out of the young horse than several days' good care will restore, and perhaps do him permanent damage. In most cases there is no need of taking this risk, and there should not be in any case.

As truly as there is a forest concealed in the lowly acorn just so there are a thousand and one interesting qualities in the horse that need but to be brought out. They are hidden away like the petals wrapped in the folds of a rose-bud. Why should we not utilize all the qualities? It will repay us. The little spring on the mountain side, if left alone, will flow softly down and form a marsh, perhaps, below, and be of no use to anyone. If conducted, however, through mains, it may serve as a source of profit to the village in the valley, and be the means of running much of the idle machinery of the metropolis. The vital forces of the horse, if properly cared for, become a great source of pleasure and profit to mankind, when directed in the proper channels, whether of draft or pleasure driving, speed, trial or show qualities.

Josh Billings told a friend that on one occasion he took the Philadelphia train from New York, and that a moment later Henry Ward Beecher came and sat down beside him. They conversed together for half an hour, for really they had much in common in their minds. When nearing a station Billings got up to leave, and Beecher asked him where he was going. He replied he was going to see a horse race which was to take place a short distance from the track, and Beecher said: "Don't tell it on the outside, but I wish to gracious I could go with you." That was the human side of Beecher; it was his pleasantest side. To the last he was fond of telling about a famous Morgan horse that he owned when he lived in Indiana, and what that horse would do in picking his way through the bottomless roads of Indiana in the spring: and he continued to love that horse after he had forgotten 10,000 men with whom he had been forced to associate. And we think, while it may seem odd for a clergyman to attend horse races, that a man who does not love a good horse is not fit to try to turn distempered souls into the right path.

If conducted right there is more money in raising horses than there is in any other kind of stock; but if not conducted properly and economically more money can be lost in a given length of time in this than in any other branch of the live stock industry. One of the main causes of loss is ably set forth in the following: "The man who would persistently refuse to take the market price for his grain but hold it over from year to year in the hope of something turning up, with taxes, storage and insurance on it, would be regarded as nothing short of a fool in any community. But little is said of the man who does even worse than this with his horses. This man becomes so attached to his animals, and sees so many points of excellence in them that others fail to discover that he repeatedly refuses fair offers, and keeps horses for which he has little or no use, which eat up all the profits they should have brought, and more too, on which he has to pay taxes, take the risk of their being lessened in value by injury or loss by death, and which are taking the feed and care that should be given to young stock growing into money. The men who are most successful with horses are those who like them, it is true; but they raise horses to sell, and when they can get a fair price for an animal they let him go, and devote their energy and means to raise a better one."

WHY LIE ABOUT IT?

Reasons Given by People for Not Going to Church.

[Bob Burdette.]

So you are not going to church this morning, my son!

Ah, yes; I see. "The music is not good." That's a pity; that's what you are going to church for, to hear the music. And the less we pay the better music we demand.

"And the pews are not comfortable." That's too bad; the Sabbath is a day of rest and we go to church to repose. The less we do during the week the more rest we clamor for on Sabbath.

"The church is so far away; it is too far to walk, and you detest riding in a street car, and they're always crowded on Sabbath." This is indeed distressing; sometimes when I think how much farther away heaven is than the church, and that there are no conveyances on the road of any description, I wonder how some of us are going to get there.

"And the sermon is so long, always." All these things are indeed to be regretted. I would regret them more sincerely, my boy, did I not know that you will often squeeze into a stuffed street car with a hundred other men, breathing an incense of whisky, beer and tobacco, and hang on a strap by your eyelids for two miles, then pay 50 cents for the privilege of sitting on a rough plank in the broiling sun for two hours longer, while in the intervals of the game a scratch band will blow discordant thunder out of a dozen misfit horns right in your ears, and come home to talk the rest of the family into a state of aural paralysis about the "dandiest game you ever saw played on the grounds."

Ah, my boy, you see what staying away from church does. It develops a habit of lying. There isn't one man in a hundred who could go on the witness stand and give, under oath, the same reasons for not going to church that he gives to his family every Sabbath morning. My son, if you didn't think you ought to go, you wouldn't make any excuse for not going. No man apologizes for doing right.

LEGAL QUERIES.

YEARLY TENANT.—How many months' notice have I got to give before leaving a place rented by the year? ANS.—Six months' notice before the end of the current year.

TENANT.—Is a tenant of a shop and house bound to live in the place verbally rented by the year till his time is up? ANS.—No, but he is legally bound to pay the rent for the full term when due.

REMOVING TENANT.—Can I move my tools before my time is up to another place in the village without paying the rent, which is payable by the year? ANS.—You can move your tools before the end of your tenancy, and are not bound to pay the rent until it is due.

VOID MARRIAGE.—A man has married his father's sister. Is this a lawful marriage, and would he have any right to her property in case of her death without a will? ANS.—The marriage is within the prohibited degrees of relationship, and is void as a matter of law; and if his rights as her husband were disputed after her death, he could claim no part of her property as her husband.

INCOME TAX.—Mrs. G. B. T. lives in an incorporated village and is assessed for $200 income and her taxes are $3. This income is from interest, and is all she has to live on. Are the assessment and taxes legal? ANS.—The annual income of any person to the amount of $400, provided the whole income does not exceed $1,000, is exempt from taxation. Upon the fact stated the assessment is therefore not lawful, but her legal remedy was to have appealed from it. The rate of taxation is within the 2 per cent. limit, and therefore legal upon the assessment.

MORTGAGE.—Four years ago I made a mortgage of my farm to a loan company for $2,000, payable at the end of ten years, and interest half-yearly in the meantime. I made default in paying interest after the first year and a half, and my farm has been sold by the company, who now claim out of the proceeds interest for the remainder of the ten years in addition to the principal and interest on it to the time of sale, and costs of sale, which leaves nothing for me, and, according to their contentions, I am still indebted. Is this just and lawful? ANS.—If the company to which you refer was incorporated under the Building Societies Act and they have exercised their legal right to make rules to cover the case, the claim of the company is according to law and can be enforced by them. Whether the claim is just or not is a matter of conscientious opinion. The company is a corporation and has no soul and, we suppose, no conscience.

Feeding an Ocean Greyhound.

On the City of Paris there are 60 firemen, who feed the fire maws of the 45 furnaces that create steam in nine boilers. 50 coal-passers shovel fuel from the bunkers to the furnace door, and the firemen toss it in. There is something more than mere shovelling in firing. The stoker must know how to put the coals on so that they will not burn too quickly nor deaden the fire. He must know how to stir or poke the fire so as to get all or nearly all the heat out of the coal. Service in the fire-room is divided into six watches of four hours each. The fireman works and sleeps every alternate four hours. After the first day from port, two out of every six furnaces are raked out to the bare bars during the first hour of each watch. Thus, in a voyage, all the furnaces are cleaned once in 24 hours. The steam goes down a bit in the hour while the cleaning is going on. The stokers shovel into the furnace fifteen tons of coal every hour or 360 tons a day. The ship usually takes in 3,000 tons at Liverpool or New York, and has between 500 and 800 tons left when she arrives at the other side. The engineers' department is entirely distinct and separate from the firemen's. On the City of Paris there are 27 engineers, including hydraulic and electrician. They are educated in single shops on shore, and a certain number go on ships every year. They are machinists. So, whenever the machinery breaks down, they know how to repair the damage. In case the chief engineer should be disabled, any assistant could take his place.

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*Oregon.....Thursday, Dec. 3
*Lake Superior.....Saturday, Dec. 5
†City of Paris.....Wednesday, Dec. 9
‡Fuerst Bismarck...Thursday, Dec. 10
†Abyssinia.....Saturday, Dec. 12
*Lake Huron.....Tuesday, Dec. 15
†City of Chicago..Wednesday, Dec. 16
*Sarnia.....Tuesday, Dec. 15
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GERMANIC.....Dec. 9
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BRITANNIC.....Dec. 23
*MAJESTIC.....Dec. 30

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RAILWAY TIME TABLES

CORRECTED TO NOV. 15, 1891.

MICHIGAN CENTRAL RAILWAY.

LONDON TIME.

Canada Southern Division—Going East.	Leave London	Leave St. Thomas.
North Shore Limited (daily)	8:30 p.m.	11:50 p.m
N. Y. Express (daily).....	3:30 p.m.	5:00 a.m
American Express (except Monday).....	9:50 a.m.	11:15 a.m
Atlantic Express (daily)...	9:50 a.m.	1:50 p.m
Mail (except Sundays).....	2:25 p.m.	3:05 p.m
N. Y. and Boston Express (daily).....	2:25 p.m.	4:45 p.m
Accom'd'n (except Sunday)	8:30 p.m.	7:00 a.m
Canada Southern Division—Going West.		
North Shore Limited (daily)	8:30 p.m.	7:28 a.m
Chicago Express (daily)....	8:30 p.m.	4:20 a.m
Chicago L't'd Exp. (daily)..	9:50 a.m.	10:55 a.m
American Express (except Mondays).....	9:50 a.m.	1:30 p.m
Mail (except Sundays).....	2:25 p.m.	3:15 p.m
Pacific Express (daily).....	2:25 p.m.	6:00 p.m
Accom'd'n (except Sunday)	8:30 p.m.	7:40 a.m

Trains arrive in London at 8:25 a.m., 12 m and 6:40 p.m.

[NOTE.—No trains to or from London on Sundays.]

JOHN PAUL, City Ticket and Passenger Agent, 395 Richmond street.

GRAND TRUNK—Southern Division

CORRECTED MAY 11, 1891.

MAIN LINE—Going East	ARRIVE.	DEPART.
Limited Express (a).....	3:35 a.m.	3:55 a.m
Mail.....	.....	6:00 a.m
Atlantic Express (a).....	12:05 p.m.	12:10 p.m
Day Express.....	10:50 a.m.	2:20 p.m
St. Louis Express (a) (m)...	4:20 p.m.	4:25 p.m
Mixed—No. 38 Freight (c)..	5:45 p.m.	6:50 p.m
Erie Limited.....	11:20 p.m.	11:40 p.m
MAIN LINE—Going West.		
Chicago Express (a).....	5:10 a.m.	5:30 a.m
West End Mixed.....	.....	6:45 a.m
Erie Limited.....	11:00 a.m.	.....
St. Louis Express (a).....	11:20 a.m.	11:30 a.m
Accommodation.....	12:40 p.m.	2:15 p.m
Pacific Express (a).....	6:50 p.m.	7:10 p.m
Mail.....	9:55 p.m.	.....
Accommodation.....	.....	7:20 p.m
Sarnia Branch.		
Limited Express (B).....	3:50 a.m.	.....
Atlantic Express (B).....	11:45 a.m.	.....
Accommodation.....	2:15 p.m.	.....
Accommodation.....	8:45 p.m.	.....
Erie Limited (B).....	11:35 p.m.	.....
Sarnia Branch.		
Chicago Express (B).....	.....	5:20 a.m
Accommodation.....	.....	7:35 a.m
Erie Limited (B).....	.....	11:05 a.m
Accommodation.....	.....	2:30 p.m
Pacific Express (B).....	.....	7:00 p.m
London, Huron and Bruce.		
Express.....	10:15 a.m.	8:05 a.m
Mail.....	6:15 p.m.	4:25 p.m
London and Port Stanley.		
Mail.....	.....	6:40 a.m
Accommodation.....	7:20 a.m.	9:20 a.m
Mail.....	2:10 p.m.	1:50 p.m
Accommodation.....	5:35 p.m.	7:00 p.m
Mixed.....	6:50 p.m.	.....
Mail.....	11:15 p.m.	.....
St. Marys and Stratford Branch.		
Mixed—Mail.....	10:55 a.m.	7:35 a.m
Express.....	5:40 p.m.	2:15 p.m
Express—Mixed.....	9:30 p.m.	6:00 p.m

Toronto Branch.

Hamilton—Depart—

a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m
*7:00	6:15	10:50	12:25	4:10	5:40	a*7:00	9:25

Hamilton—Arrive—

a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m
12:30	8:50	12:00	†11:10	4:00	6:25	8:15	

* These trains for Montreal.
† These trains from Montreal.
(a) Runs daily, Sundays included.
(m) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(c) No. 38 carries passengers between London and Paris.
(B) This train connects at Toronto for all points in Manitoba, the Northwest and British Columbia via North Bay and Winnipeg.

E. DE LA HOOKE, City Passenger and Ticket Agent, No. 3 Masonic Temple.

CANADIAN PACIFIC RAILWAY.

Going East. DEPART—				
London.....	4:00 a.m.	8:00 a.m.	5:35 p.m	
Woodstock.....	4:46 a.m.	8:50 a.m.	6:33 p.m	
Galt.....	5:40 a.m.	9:50 a.m.	7:30 p.m	
Guelph.....	6:20 a.m.	11:05 a.m.	8:40 p.m	
Toronto.....	8:15 a.m.	12:00 noon	9:55 p.m	
Peterboro.....	11:45 a.m.	.....	12:13 a.m	
Kingston.....	4:00 p.m.	.....	3:40 p.m	
Ottawa.....	6:45 p.m.	.....	6:00 a.m	
Montreal.....	7.55 p.m.	.....	8:15 a.m	
Quebec.....	6:30 a.m.	.....	3:00 p.m	
Portland, Me.....	8:30 a.m.	.....	8:35 p.m	
Boston.....	8:10 a.m.	.....	8:50 p.m	
Halifax, N. S.....	12:10 p.m.	.....	.....	

Trains arrive from the east at 11:25 a.m., 7:00 p.m., 10:00 p.m.

Going West. DEPART—			
London.....	7:00 a.m.	11:35 a.m.	7:05 p.m
ARRIVE—			
Chatham.....	10:00 a.m.	1:05 p.m.	8:52 p.m
Detroit.....	.....	2:45 p.m.	10:10 p.m
Chicago.....	.....	10:15 p.m.	7:20 a.m
St. Louis.....	.....	7:45 a.m.	6:15 p.m
Kansas City.....	.....	6:10 p.m.	9:20 a.m

Trains arrive from the west at 3:55 a.m., 12:10 noon, 5:25 p.m.

THOS. R. PARKER, City Ticket and Passenger Agent, No. 1 Masonic Temple.

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